

NO TRAIL TO UTAH

Expected to Appeal to Federal Courts.

NO TROUBLE ON GRADE

THE CLARK GRADERS FIFTEEN MILES FROM O. S. L. FORCES.

(Special to The Herald.)

Milford, April 10.—Arrivals on tonight's train from Uvada report an interesting condition of affairs at Uvada with reference to the vigorous battle for the Union Pacific grade. C. O. Whittemore was on the train which went through and is bound for Salt Lake to secure interference on the part of the federal court with the work in progress under Superintendents Calvin and Young below Uvada. He left Nevada, working on the grade. They withdrew that far after stubbornly resisting the attempt of the Clark forces to lay track beyond a certain point.

The story recounted by one who has been at the seat of the action is that Adam Paul and a force of six teams and eight or ten men started repairing the grade at Uvada on Saturday. Superintendents Calvin and Superintendent Young arrived with a larger force early Sunday morning, and by daylight were engaged in the battle of the grade. By the time they reached the state line, early in the afternoon, Mr. Whittemore had arrived. He made a dash for the grade and, acting on the line dividing the states, and formally protested against the Short Line laying track beyond the Clark forces. He was met by the Clark forces, and the battle was on. Both have ordered their men to use no violence, but Whittemore's plan is to make the other people display force for every spike that is driven. Sheriff Johnson of Lincoln county is at Uvada. He does not expect his services will be needed, but thinks it better to be on the scene.

HUNDRED MILES OF RAILS.

The Short Line Preparing to Build Through to Coast.

Three and a half miles of track have now been laid by the Oregon Short Line since work began at Uvada the other day. No opposition is encountered. Mr. Whittemore having started the Clark people, he is now in a campaign in behalf of Senator Clark's project. He will arrive this morning. The Clark people are on the grade several miles from the scene of action.

Engineer E. A. Vail left Salt Lake for Uvada yesterday morning, to see the Clark people, presumably to superintend the work.

C. Lund came in from Uvada yesterday. When he left there Tuesday things were quite and the Short Line was bringing in all kinds of material in order to keep the work going. Said Mr. Lund:

"The triendliest relations seem to exist between the Whittemore and Short Line people. Whatever opposition is manifest by the former is doubtless for the purpose of protecting its rights in the courts. I have no doubt of the idea of compelling the Short Line to quit work by violent force, as some have imagined."

The Short Line is shipping in several trainloads of material every day. There are great quantities of ties and rails and bridge timber, indicating that they will bridge the gap between the Clark people and the Short Line. The Clark people are right on laying track until the grade is exhausted. They can go on three miles more, when they strike the three mile fill, which they must cross. Material for this piece of work is already on the ground. There is a second dry gulch they must bridge before they reach the summit. Then come the tunnels. The Short Line is putting rails for 100 miles into Uvada. Forty miles take them to the mouth of the Snake river, work beyond there for about fifteen miles will be easy, but time will be required in getting through the Meadow Valley wash, over the hills and across from that point and across to Las Vegas ranch. It will have to be determined by the time they reach the mouth of the river whether to put the line into Los Angeles direct. By going over Ludlow pass they come to a triangle, San Diego being in one direction and Los Angeles in the other. To reach Los Angeles by Morongo pass will be very expensive, but those are matters which can be worked out.

"The people of Lincoln county are in a position that whichever way wins they are on top, and are, therefore, not showing a great deal of interest in the fight, and no sympathy for one particular side. They want the road, and they don't care who builds it. The Short Line is not making any shotgun plays. Mr. Calvin says he will respect all laws, but intends to establish the company's right in the courts. There is no question but what the road will go through. If the Short Line has lost any of its rights in that section, it was while the road was in the hands of the receiver."

Mr. Lund stated that County Attorney McNamee is in Lincoln county, and is here today. He did not know the outcome of Mr. Whittemore's efforts with the board of county commissioners of that county.

Only reports that reached the Short Line offices yesterday were of an encouraging nature. They treat the campaign of the Clark forces as a big joke over there. General Manager Bancroft was ill at his home all day, but was kept advised as to the work at Uvada. About 6,000 feet of track was laid yesterday. Owing to the limited telegraph facilities at Uvada, Messrs. Calvin and Young, both of whom are operators, are handling a major portion of the business of the office. Mr. Calvin holds a conversation by wire with P. L. Williams in this city daily.

NEEDS OF PORTO RICO.

Report Made by Committee of American Missionary Association.

Boston, April 10.—Following is an abstract of the report of the Rev. E. S. Tead of Somerville, Mass., who, with the Rev. A. F. Beard of New York, went to Porto Rico as a representative of the American Missionary association, about six weeks ago.

In some of the towns where the greatest poverty exists, Spaniards live who are worth all the they from \$100 to \$1,000, but they are not touched by this condition of the poor, nor are efforts made to alleviate distress. Beggary is common, and the streets are filled with the most deplorable and diseased of the beggars, such as blindness, twisted feet, cancer, sores, bruised legs, paralysis, women carried in carts or

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